

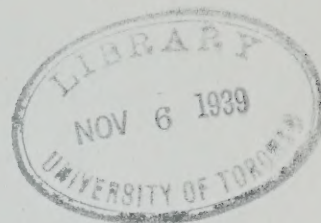
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ROYAL COMMISSION ON TRANSPORTATION

2d

PRELIMINARY BRIEF

Filed on behalf of THE AUTOMOTIVE
TRANSPORT ASSOCIATION OF ONTARIO,
pursuant to public advertisement,
dated the 6th day of November,
A. D. 1937. Filed, November 29th.



The Automotive Transport Association of Ontario respectfully submit in answer to the questions propounded in the advertisement published on the 6th day of November, 1937;

1. TOLLS AND RATES CHARGED FOR MOTOR SERVICES
AND METHODS OF DETERMINING THE SAME.

There is no fixed rate structure in this industry. Rates are based by individual operators in accordance with their own cost of doing business determined by their experience.

The Automotive Transport Association of Ontario favours the development of a rate structure for the motor industry which will be the product of forces within the industry itself. No attempt should be made to relate the rates so developed to those prevailing in other forms of transport.

Governmental fixing of rates in the motor industry would constitute an unwarrantable interference with private business; it is neither desirable nor practicable.

2. TAXES, LICENSE FEES AND OTHER CHARGES IMPOSED.

Motor trucks are bearing more than their share of the taxes raised from motor traffic. Taxes in the form of the gasoline tax should be collected from luxury users, not from those engaged in industry. If, for the sake of simplicity of collection, they are collected from persons engaged in servicing trade and commerce by hauling freight on the highways, they should be rebated in whole or in part to such persons, thus reducing the burdens on trade and commerce.

ad. E. C. Johnson Jackson

ROYAL CANADIAN MOUNTED POLICE
DEPARTMENT
OTTAWA, CANADA
JANUARY 1954
TO: THE ATTORNEY GENERAL
FROM: THE CHIEF OF POLICE
SUBJECT: [Illegible]

The following information was received from [Illegible] on [Illegible] at [Illegible]. It is being furnished to you for your information.

1. [Illegible] was born on [Illegible] at [Illegible]. He is currently residing at [Illegible].

2. [Illegible] was born on [Illegible] at [Illegible]. He is currently residing at [Illegible].

3. [Illegible] was born on [Illegible] at [Illegible]. He is currently residing at [Illegible].

4. [Illegible] was born on [Illegible] at [Illegible]. He is currently residing at [Illegible].

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9. [Illegible] was born on [Illegible] at [Illegible]. He is currently residing at [Illegible].

10. [Illegible] was born on [Illegible] at [Illegible]. He is currently residing at [Illegible].

LICENSE FEES

License fees in the aggregate should not bring in to the state more than the administrative cost of registration and supervision.

OTHER CHARGES

No other charges should be imposed on persons engaged in servicing trade and commerce.

3. WAGES AND HOURS OF LABOUR

The Automotive Transport Association is in favour of proper wages to all engaged in the industry.

The wage scale in the motor industry should be determined on factors within that industry; and not on factors or wages in some other industry.

To determine wages in this industry by wages in water-borne commerce might be to establish too low a wage.

HOURS OF LABOUR

The Automotive Transport Association of Ontario favours legislation protecting labour from over work. Such legislation should be uniform throughout the province and should apply to employees of owners of vehicles whether operated for gain or not for gain.

POLICING OF WAGES AND HOURS LEGISLATION

These submissions are conditional on the provision of adequate policing of wages and hours legislation. Without such policing the laws will be a menace and a handicap to the honest operator.

4. SUBSIDIES OR OTHERWISE TO THE INDUSTRY BY GOVERNMENTS OR MUNICIPALITIES

The subsidies, if any, to the industry by governments or municipalities should be compared with the subsidies granted or being granted to systems of transportation by rail, water and air.

5. METHODS OF LICENSING AND REGULATING SUCH TRAFFIC AND NEED OF FURTHER REGULATIONS TO ENSURE REASONABLE SERVICE AND ELIMINATES UNFAIR COMPETITION.

(a) LICENSING

If persons desiring to transport goods, wares and merchandise on Provincial Highways may only do so under licence, the Automotive Transport Association of Ontario is in favour of the establishment of a transport board consisting of a permanent expert personnell holding office to a defined retiring age on good behaviour and removed from the vicissitudes of political life.

The members should be chosen because of their competence. One member at least should be chosen because of his knowledge of the industry.

The board should have an adequate, competent and permanent staff.

The policy under which licenses should be given or withheld should be defined by statute.

Applications other than mere routine renewals should be dealt with by the board as a court on sworn evidence. The records of the board should be open. The hearings of the board should be public on notice to persons who may be affected. Written reasons should be given for decisions. Where the value of the matter in controversy is over \$500.00 there should be an appeal to a single Judge of the Supreme Court of Ontario and from him to the Court of Appeal for Ontario on matters of law and fact.

(b) REGULATION

There is no need for regulation to ensure reasonable service. There is ample service and ample regulation at the present time.

There is no need for regulation "to eliminate unfair competition." Unfair competition cannot be eliminated by regulation. The railways are guilty of unfair competition when they give service at less than cost.

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6. COMPARISON OF TOLLS AND RATES CHARGED BY THE INDUSTRY WITH TOLLS AND RATES CHARGED ON TRANSPORTATION BY RAIL, WATER AND AIR

The rate structure of the railways is an artificial creation administered by the Railway Board of Canada, admittedly based on what the traffic will bear.

The object of such a rate structure is to make a return to the privately-owned railways which will enable them to pay dividends to the common stockholders, regardless of the needs of the country and the progress of invention.

The modern development of highway traffic has rendered obsolescent a part of the railway investment.

Trade and commerce are entitled to the benefits flowing from the lower cost of motor truck transportation, its flexibility and improved service.

7. COMPARISON OF CHARGES AND TAXES IMPOSED ON THE INDUSTRY WITH CHARGES AND TAXES ON OTHER MODES OF TRANSPORTATION BY RAIL, WATER AND AIR.

When all factors are taken into consideration the charges and taxes imposed on highway transport are proportionately greater than the taxes and charges imposed on other modes of transport by rail, water and air.

8. COMPARISON OF WAGES PAID AND HOURS OF LABOUR IN THE INDUSTRY WITH THOSE OF TRANSPORTATION BY RAIL, WATER AND AIR.

Both the wages and the hours of labour in the motor transport industry are matters to be determined within the industry, subject to reasonable regulations to prevent underpayment and overwork.

9. THE COST OF CONSTRUCTING AND MAINTAINING PUBLIC ROADS.

This is a matter for governmental evidence.

10. THE CONTRIBUTORY COST, DIRECT OR OTHERWISE, BY THE MUNICIPALITIES AFFECTED.

This is a matter between the Provincial Government and the municipalities.

11. THE EXTENT TO WHICH SUCH COSTS SHOULD BE MET BY OPERATORS OF MOTOR VEHICLES TRANSPORTING FREIGHT AND PASSENGERS.

It is sound public policy to provide adequate highway facilities out of general funds. A modern highway system benefits the people at large. It stimulates travel and encourages trade and commerce.

Trade and commerce are the life blood of the modern state. They should be freed from handicaps.

To tax persons engaged in servicing trade and commerce for their use of the highways is to increase the cost of doing business on all persons engaged in trade and commerce and thereby to restrict trade and commerce. A tax of this nature is as vicious in principle as was the tax on window panes.

Taxes on commerce and on persons engaged in assisting commerce means in terms of internal trade an unwarranted high cost of living. In terms of external trade they spell restricted markets and loss of competitive position.

Persons engaged in trade and commerce should pay taxes on net profit; they should not be subjected to taxes which add to their cost of doing business.

